



# COLLABORATIVE DECISION MAKING



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## CDM NEWSLETTER NOVEMBER 2011

### CSG Updates

The CSG met in November and discussed the Capacity Estimation tasking, reviewed Sub-team updates, the CSG tracker, and Action Items. Mark Hopkins, Delta Air Lines, will be the CSG Chairman for 2012. Les Parson will act in the capacity as CSG Alternate Chairman. Joe Bertapelle, JetBlue Airways, will be the Co-lead for CDM and Jim Hamilton, UPS, will act as CDM Alternate Industry Co-Lead.

### CDM Sub-team Updates

**Flow Evaluation Sub-team (FET)** – The FET held a face-to-face meeting in Memphis, Tennessee at the FedEx Contingency Control Center during November. Meeting discussions were centered on the current taskings; Capacity Estimation, Required Time of Arrival (RTA) and Area Navigation (RNAV) Playbook route development. The Capacity Estimation Concept of Operations (ConOps) was amended to reflect an identification, quantification and interpretation of each of

Many updates were made to the Required Time of Arrival (RTA) ConOps as a result of collaboration and new concept developments. A step-by-step process for the RTA concept will be included in the document in an easily understood series of events. The team has also produced a number of locations that would be beneficial in validating the RTA concept once tests commence. The final topic of discussion was the most recent FET tasking regarding the development of 10 RNAV Playbook routes. A list of the routes was developed and team members were assigned to each route depending on their occupational demographic. This meeting provided the team with an excellent opportunity to collaborate on each FET task. As a follow-up to the team meeting, the FET also held telcons to continue discussing Wind Routes and the RNAV Playbook route development tasking. The FET has decided to mirror the documentation and collaboration strategies that were implemented during Wind Route development. Discussions for RNAV Playbook development as well as Capacity Estimation and RTA will continue at the next team meeting in December.

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**Future Concepts Sub-team (FCT)** – The FCT held a face-to-face meeting in mid-November in



Mike Murphy and the FET decide upon ConOps modifications.

the agreed upon four key concepts. A plan for a cyclical approach to the capacity estimation decision making process was also developed. This plan will serve as a model for collaboration.

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McLean, Virginia. This was the first team meeting since September; therefore, the team was updated on CDM activities and informed of tasking actions that needed discussion. The FCT participated in discussions and demonstrations surrounding the Flight Object, Unified Flight Planning & Filing (UFPF), NAS Common Reference (NCR) and Fleet Prioritization concepts.



The FCT determines task objectives.

The Flight Object ConOps document was presented to the team. FCT members contributed additional information and scenarios that should be included in the document. The benefits section was determined to be the most important part of the Flight Object ConOps; this should be highlighted and further emphasized. After MITRE's UFPF development team presented a usability demonstration, the FCT was able to use the demonstration information as well as the ConOps to provide comments. Comments consisted of specific details relating to day-to-day operations that may enhance the use of the UFPF processes. The discussions surrounding the NCR concept consisted of a similar format, but this concept is still in the initial stage of development. The FCT has developed an additional need-case-scenario for the System Operations development team. The next team meeting will

be in January.

### FAA

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**Surface CDM System Sub-team (SCT)** – The SCT continues to participate in a Surface CDM ConOps validation meetings with the FAA Surface Office and other Stakeholders. The focus of the meetings is to explore and validate three different operational scenarios.

### FAA

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**Weather Evaluation Sub-team (WET)** – The WET has been determining actions required for the introduction of Operational Bridging (OB) within the National Airspace System (NAS). The WET is planning a phased-in approach and anticipates a late 2013 implementation. As part of the process, the WET has been presenting and



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distributing information on OB to a wide audience, both nationally and internationally. The winter weather forecast task is near completion for the WET. The WET recently developed forecast thresholds and is currently evaluating the extended winter weather forecast tool at a test bed located at the Aviation Weather Center (AWC). The tool will be available in December and the WET has coordinated with the Collaborative Training Team (CTT) to develop the training package for use of the tool that is an operational (collaborative) planning process based on a weather forecast. The WET has been actively engaged with: reviewing a Terminal Area Forecast (TAF) enhanced convective weather format change, working with NY Metro personnel to develop a better Aircraft Arrival Rate (AAR) based on vertical wind data inputs, and investigating Collaborative Convective Forecast Product (CCFP) information in the eastern Atlantic states over the ocean (AZEZU routes).

### FAA

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**CDM Training Sub-team (CTT)** - The spring 2012 training package is being reviewed and the CTT is in process of creating a training package on the extended winter weather forecast tool.

### FAA

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### Coming Soon to CDM

### **FET Meeting**

Location: Vint Hill  
Warrenton, VA  
December 6-8, 2011

### **CDM Leadership Meeting**

Location: Vint Hill  
Warrenton, VA  
December 12, 2011

### **CSG Meeting**

Location: Vint Hill  
Warrenton, VA  
December 13, 2011

### **WET Meeting**

Location: McLean, VA  
December 14, 2011

### **FCT Meeting**

Location: McLean, VA  
January 24-26, 2012

### CONTACT INFO

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